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hereby certify that the annexed are true copies of the Provisional specification and
drawing(s) as filed on 4 September 1996 in connection with Application No. PO 2107
for a patent by PETER ROBERT BURNS filed on 4 September 1996.

I further certify that the annexed documents are not, as yet, open to public inspection.

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PROVISIONAL SPECIFICATION FOR THE INVENTION ENTITLED:-

AN ANCHOR

The invention is described in the following statement:

AN ANCHOR

The present invention relates to anchors and in particular to ground anchors of the type utilised to secure vessels to dry land as opposed to the ocean floor.

For many years there has been a need for an efficient ground anchor to secure pleasure craft at a beach or other natural landing. Typically persons utilise anchors designed to secure vessels to the ocean floor irrespective of whether the anchor is to lie upon the ocean floor or upon a dry beach. Anchors designed to lie upon the ocean floor are not particularly suitable for use upon dry land for a number of reasons. Firstly anchors designed to lie upon the sea bed are typically very heavy as they must bite into the sea bed without supervision or direct manual manipulation. It is also the case that the angle at which a boat will tug at an anchor via its mooring line is quite different in the case where a boat is anchored to adjacent dry land than is the case where the boat is moored to the ocean floor. This angle which the mooring line or chain makes with the anchor affects the effectiveness of the anchor.

Anchors designed to secure boats to dry land have been devised although with limited success.

It is accordingly an object of the present invention to provide an anchor for a vessel adapted for use on dry land which anchor ameliorates one or more of the

abovementioned disadvantages or at least provides the market with an alternative.

According to the present invention there is provided an anchor adapted to be driven into dry land comprising three substantially parallel tynes each having a first and second end; the tynes being maintained in a spaced but parallel relationship to each other by affixation to a cross member adjacent their first ends; the cross member being substantially perpendicular to the tynes; the second ends of the tynes being shaped so as to assist penetration into sand or loose soil; a stabilising member adapted to extend laterally from the cross member and adapted to stabilise the anchor when the tynes are buried in the ground substantially up to the level of the cross member; means to facilitate affixation of the anchor to an anchor line.

One embodiment of the present invention will now be described with reference to the accompanying drawing in which:

Figure I is a perspective view of one embodiment of an anchor in accordance with the present invention.

According to figure I there is disclosed an anchor comprising a cross member 1 fabricated from ninety-degree angle aluminium. The anchor further comprises three circular section tynes 2 also of aluminium the tynes being linear and having

tapered second ends 3 adapted to assist penetration of the tynes into soil or sand. It will be observed that the tynes are maintained in a spaced parallel relationship by affixation to cross member 1 adjacent their first ends 4. In the embodiment depicted in figure I the spacing of the tynes is approximately fifty millimetres apart with the lengths of the tynes being approximately two hundred and fifty millimetres.

It is envisaged that the tynes will need to be at least one hundred and ninety millimetres in length with spacing no closer than thirty millimetres.

The embodiment of figure I further includes lateral stabilising member 5 of semi-circular configuration attached to the cross member at points 6 and 7. In this embodiment the semi-circular stabilising member 5 is adapted to pivot about its points of affixation 6 and 7 to cross member 1 such that it may fold down to a substantially flat orientation with the semi-circular stabilising member lying very close to the plane of the tynes 2 whilst also maintaining the capability to be rotated about points 6 and 7 through nearly ninety degrees so as to adopt an orientation extending laterally from cross member 1 with its plane being within twenty-five degrees of normal to the plane of the tynes.

In the example of figure I it is essential that stops be provided in order that the stabilising member 5 may not adopt an orientation where the included angle between its plane and the plane of the tynes is in excess of one hundred degrees

thereby ensuring that in the operational (as distinct from folded) position the stabilising member is indeed substantially lateral with respect to cross member 1 and in a plane substantially perpendicular to that of the tynes.

It should be appreciated that stabilising member 5 need not take the form of a semi-circle and may furthermore be fixed in a non-moveable fashion to cross member 1. For example the stabilising member 5 may take the form of a substantially linear tongue or a 'T' shaped tongue. The purpose of the stabilising member is to assist maintenance of the anchor in a secure position once it has been driven into the sand of a beach with the tynes substantially perpendicular to the plane of the beach or anchorage ground surface.

In the depicted embodiment the tynes lie in one plane and are linear as is the cross member 1. It is believed that this is the most advantageous configuration although it is not essential to the working of the invention.

In the embodiment of figure I it will be appreciated that a 'D' shackle or other conventional means for attachment of anchor lines or chains to anchors may be utilised about semi-circular stabilising member 5. Such a 'D' shackle (not shown) would be capable of moving along the length of semi-circular stabilising member 5 in order to accommodate minor variations in the angle of the anchor line with respect to the anchor.

It will be appreciated that alternate embodiments of the present invention are capable of being devised apart from that above described with reference to figure I and for example the material of construction of the anchor may be varied as may be the cross-sectional shape of the tynes, cross member 1 and lateral member 5.

DATED this 4th day of September 1996. ADDRESS FOR SERVICE
ALTERED



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FIG-I

